













# THE WILMINGTON JOURNAL.

CONFEDERATE STATES OF AMERICA.  
WILMINGTON, N. C., THURSDAY, JAN. 24, 1865.

## Geologic Property Destroyed by Sherman.

A correspondent of the Philadelphia Inquirer, who accompanied the expedition of Burbridge into South-western Virginia, gives the following account of the damage done to property on the route:

It is impossible to present figures which shall express the damage which the army has inflicted upon the resources of the rebellion. A very large portion of the cotton and woolen cloth manufactured for Confederate use has come from the mills of Central Georgia. A considerable part of the leather for its army has been taken from the Southern portion of the State. The manufacturing establishments of the State are on the lines factoring establishments. The belt of destruction which our army has drawn across the country covers nearly the whole of these central lines, while it may be safely assumed that of the whole number of manufacturing establishments contributing to the support of the Government, not one is left standing. In reaching the railroad, cotton, flouring and woolen mills, tanneries, iron works, and other establishments, are waiting shipment to government tanneries, with great stores of leather, machine shops of all kinds, wagon factories, and tin shops, together with all cotton, cotton seed, and all other articles, have been carefully sought out and burned. Thousands of bales of cotton have been destroyed. The stores of flour and other articles which have been stored in the country, and which have been carefully sought out and burned. The stores of flour and other articles which have been stored in the country, and which have been carefully sought out and burned. The stores of flour and other articles which have been stored in the country, and which have been carefully sought out and burned.

And while every kind of manufactured wealth and the means of producing it have disappeared from the country, all live stock has been taken out of the country. Our army probably carried half of its horses and mules, and the abandoned animals were in all cases, starved.

A thousand miles of fencing would not replace that used by our troops for wood and in the heating of the rails on the roads destroyed. The condition of the farms in the vicinity of the army's route can be judged from these general statements.

## THE NEW MOVEMENT OF THOMAS.

The New York Tribune states positively that Hood is safe over the new bridge at Nashville, and that the rebels are now perfectly safe, no future attempt will be made by the rebels to occupy and hold it. Therefore a new base of supplies will be found. The line of railroad from Nashville, Tenn., is very long, and hence requires the detachment of a great number of troops to guard it, and from this point, the Louisville and Nashville railroad, and the Cumberland river, is only navigable in winter. I believe, though, that Nashville will soon cease to be of much importance as a military center. A strong guard will be left there, and the base of supplies will be changed to Florence. Of this, I have no doubt.

The Tennessee is navigable for small boats, from Chattanooga to the mouth of all seasons, and for large ones from Florence to its mouth in high water, the only exception being between Decatur and Bainbridge, over the muske shoals. Around this there is a railroad only forty-five miles in length, and this could be kept open with comparatively few men. About the shoals there are numerous small boats, and the river is only navigable in winter. I believe, though, that Nashville will soon cease to be of much importance as a military center. A strong guard will be left there, and the base of supplies will be changed to Florence. Of this, I have no doubt.

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## Further and Interesting Accounts of the Freshets.

Our city and vicinity was visited on Wednesday by the most destructive and highest rise in the river that has occurred since the memorable freshet of August, 1853, and in fact the tide of flood was pre-emptive in the height of water, and at this time, only a few inches between the two freshets.

On Tuesday night the river began to rise very rapidly and suddenly, and by daylight on Wednesday morning had overflowed its northern bank to such an extent as to inundate the whole of the town of Hamburg, S. C., and a large portion of the southern and southwestern portions of the city. All day Wednesday the water continued to rise, and up to midnight of that day it did not show any signs of falling; about two o'clock on Thursday morning it became evident that the water was receding.

From the time the river began to fall, the water receded at the rate of about six inches to the hour, and at our present writing it was about four feet higher than it is at present, and the minds of our citizens are at ease.

It is impossible to ascertain the full amount of damage caused by this flood, as the entire town of Hamburg was submerged, and was also a great portion of the city. In Hamburg, the water reached a depth of four feet on a level, and nearly every house was swept away. In the city, the water reached a depth of four feet on a level, and nearly every house was swept away.

Among the losses was that of some twenty thousand dollars worth of tobacco. The steam fire engine met with a catastrophe by falling into the canal, where it is likely to remain (except by the aid of the tide) until it is raised. The loss of the engine was a great one, as it was the only one of the kind in the city.

Our little neighbor over the way—Hamburg—suffered comparatively more than our city. It was completely and wholly submerged—there not being a dry spot within the corporate limits. We hear of the sad death of a lady and two children, and fear that we shall have to record still further loss on that side.

The destruction of property on the river below this will be, it is apprehended, very immense. Most of the plantations are overgrown, and hundreds of thousands of cattle, hogs and other stock have been washed off and drowned.

Compared with the previous great freshets, those of 1840 and 1852, the flood of the present year was not so destructive to property nor was the volume and momentum of water so great. The current of the river, however, was fully 12 miles an hour, equaling the Fall or Winter in its force. The water was 37 feet above low water mark, and was within ten inches of the high water mark.

Both the gas and water works are considerably injured, and we shall be without light or water for some days. Fortunately the fair mistress of the skies is now present, and we can afford to dispense with the street lamps.

The bridge across the river was at one time in imminent danger of being swept away, but the weather boarding on the railroad bridge was knocked away, which in all probability saved both structures. A large force of workmen under the charge of an experienced engineer were at work night and day, keeping off the water and other obstructions, and fortunately both bridges weathered out the flood, and the reception of the water on the railroad bridge being allowed to pass, it did not do much damage to the structure.

The water, when at its height, was up to the track on the bridge, and the greatest depth reached was thirty-five feet. The bridge across the river was at one time in imminent danger of being swept away, but the weather boarding on the railroad bridge was knocked away, which in all probability saved both structures.

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## APPLICATIONS TO GO TO SAVANNAH.—A despatch from Washington says:

An extraordinary number of applications for passes to go to Savannah were refused to-day at the War Department.—Among them was that of Judge Wayne, of the Supreme Court. His and his wife's property are in Savannah and his neighborhood.

ENGLISH MEASURES.—The British Almanac gives but one measure of capacity for both solids and liquids; and in this the gallon has a capacity of 277.4 cubic inches. This is the Imperial gallon of George IV., and contains 10 lbs of distilled water.—This gives to the bushel 2,218.15 cubic inches, instead of 2,150.25 cubic inches as understood in America. In America, the dry measure gallon is 268.45 cubic inches, and the liquid measure gallon 231 cubic inches.

DEEP RIVER TRANSPORTATION CO.—The Deep River Transportation Company was organized at the office of the Raleigh & Gaston R. R. Co., in this city, yesterday. The following gentlemen were elected Directors: C. B. Mallett, Esq., Col. J. M. Heck, Dr. W. J. Hawkins, Capt. B. P. Williamson and Kemp P. Battle, Esq. Col. J. M. Heck was unanimously elected President, and Wm. J. Norwood, Treasurer. This Company expects to operate on Deep River, and will no doubt run boats between Lockville, at which point the Chatham R. R. for the present ends, and Egypt, where the Fayetteville & Western R. R. crosses Deep River, and will afford speedy and easy communication between Raleigh and Fayetteville.—*Raleigh Conservative.*

It is never too late to do right, so, for instance, a gentleman began to study grammar after he had written for the press ten years. It is never too late to get married; Naomi, the daughter of Enoch, took her first husband at five hundred and eighty. It is not too late to drop any habit; Mr. James, the novelist, wrote sixty-nine volumes before he could shake off his "solitary horseman." It is never too late to be a wide awake character; an old gentleman, who has ceased to read the Evening Blunderbuss, has entirely recovered from the sleepiness that used to afflict him. It is sometimes too late to pop the question; a man once did so to a charming widow just as she had reached her home after burying her first husband: "You are too late. The deacon spoke to me at the grave."

CHILD'S THOUGHT.—A little girl was one night under the starry sky, intently meditating upon the glories of the heavens.—At last looking up to the sky, she said: "Father, I have been thinking if the wrong side of heaven is so beautiful, what will the right side be."

"DIED POOR."—As if anybody could die rich, and in that act of dying did not lose the grasp upon title deed and bond, and go away a pauper, out of time. No gold, no jewels, no lands or tenements. And yet men have been buried by charity's hand, who died rich—died with a thousand thoughts of beauty, a thousand pleasant memories, and a thousand hopes of glory.

THE LYNCHBURG VIRGINIAN, of Tuesday, says: The storehouse of C. S. Bliss, on Main street, (near the Postoffice,) was opened on Sunday night and three firkins of butter, several pieces of cotton cloth part of a barrel of sugar and other articles was taken. A dollar bill was stuffed into the key hole of the front door, to prevent the light from being seen.

What an extravagant rogue, to use so costly a material for a stopper.

THE FRESH.—We learn that two or three bridges were washed away on the N. C. Railroad on Tuesday last, and that considerable damage was done to the Piedmont Railroad by the recent rains. We further learn that one or more county bridges have been carried away on Haw River.—*Rail. Conservative.*

We learn a portion of the Railroad bridge at Weldon was carried away by the late flood. We further learn that a number of bridges, mills, &c., were swept away in Granville county and that Tar River was never known to be so high before, even by the "oldest inhabitants."

RESIGNED.—Lt. S. D. Hampton, 50th Reg't N. C. Troops, has resigned. Col. G. H. Farbut has resigned his position as Colonel of the 47th Reg't N. C. Troops.

Col. S. D. Bryson, of the 25th Regiment and at present Senator from Macon, Haywood, Jackson and Cherokee, has resigned his position as Lt. Col. of the 25th Regiment.

HISTORY REPEATING ITSELF.—The following incident of the Revolution is not without its parallels in the present war. During the severity of the winter campaign in North Carolina, General Greene, passing a sentinel who was bareheaded, said "I fear, my good fellow, you must suffer from cold." "Pretty much so," was the reply; "but I do not complain, because I know I should fare better had our General power to procure supplies. They say, however, that we shall have a fight in a few days, and then by the blessing of God, I shall take care to secure a pair of shoes."

A GALLANT AFFAIR.—The Lynchburg Republican says that a few days since Captain Richmond, of Mosby's command, with sixty-nine men, attacked near Berry's Ferry, a force of 120 Yankees, and in a close fight, without the loss of a man on his part, killed, wounded and captured 87 of the enemy. The killed and wounded were between 40 and 50. The escape of Captain R.'s men is as remarkable as the execution upon the enemy, and shows the advantage of combined coolness and dash.

The 14th N. C. Battalion State Troops has been organized into a Regiment and numbered the 69th Regiment N. C. Troops. Lieut. Col. George Tait, of the 40th Regiment, has been appointed Colonel; Jas. L. Henry, Lieut. Colonel, and Isaac A. Harvis, Major.—*Rail. Conservative.*

## PUBLIC ACTS OF THE FIRST SESSION OF THE SECOND CONGRESS OF THE CONFEDERATE STATES, 1864.

AN ACT TO PROVIDE FOR THE PAYMENT OF THE DEBTS OF THE CONFEDERATE STATES. (CHAP. LVIII.)

Section 1. That the President be and he is authorized to cause to be printed and distributed to the public, a list of the names of the persons who have been appointed to the office of Secretary of the Treasury, and of the names of the persons who have been appointed to the office of Secretary of the War, and of the names of the persons who have been appointed to the office of Secretary of the Navy, and of the names of the persons who have been appointed to the office of Secretary of the Interior, and of the names of the persons who have been appointed to the office of Secretary of the Agriculture, and of the names of the persons who have been appointed to the office of Secretary of the Commerce, and of the names of the persons who have been appointed to the office of Secretary of the Education, and of the names of the persons who have been appointed to the office of Secretary of the Public Works, and of the names of the persons who have been appointed to the office of Secretary of the Public 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